Results of a Straw Vote Taken in Havant -Military Heroes of the Revolution Most in Favor-Personal Notes of Men Mentioned for the Office-Attempts to Draw Color Line. El Figaro, a weekly paper published in Ha-

vana, has been having a voting contest to determine the most popular candidate for President of Cuba. Gen. Maximo Gomez seems to be winning in a walk On Aug. 10 he had 1,182 votes, while his nearest rival, old Bartolome Masso, had only 304 A total of 2,730 votes had been cast, so that while Gomez had a big plurality he had less than a majority. Masso was President of the Cuban Republic at the beginning of our war with Spain. Next to him, with 243 votes, was Tomas Fatrada Palma well-known here as the representative of the revolutionists. There are twenty-two other candidates named, and in all probability Cuba's first real President will be chosen from the list

Among the candidates is Dr. Luis Estevez the husband of Mme. Abreu, the richest woman in Cuba. He was a member of Gen. Wood's Cabinet and resigned to go to the Paris Exposition. He had 174 votes. Next to him stands old Cieneros Betancourt, otherwise known as the Marquis of Santa Lucia. He was one of the wartime Presidents, too. He is a great character. Although much of a Republican, he is very proud of his title. He is a pronounced agitator, and is against almost everything on earth except the Marquis of Santa Lucia. He is the John Jacob Lenta of Cuba. His most recent notoriety came through his leading the opposition to Bishop Sharetti, who was sent to Cuba by Rome to straighten out the affairs o

Next to the Marquis stands the Porto Ricar General, Rius Rivera, who had two offices under the intervening government and was dismissed from both. He got 150 votes. Gen. Brooke dismissed him as Civil Governor of the Havana

ing. Even the white Cubans fear him. The long-haired Conzalez de Quesndo, who has lived so much in the United States that he speaks more duently in English than in Spanish, comes next with twenty-three votes. He was Secretary of the Cuban Legation in Washington during the revolution. He gets the credit of aspiring to be Cuba's first President, and also of having the quiet backing of the people at Washington. At present he is engaged in spending \$25,000 of Cuba's money in an effort to show the world through the medium of the Paris Exposition what a fine country Cuba is, Another in the list is Gen. Domisgo Me idez Capote, a member of Gen. Brooke's cabinet, a great intriguer and intimate political associate of Guaiberto Gomez. He is practising law in Havana and laying wires to

Me.dez Capote, a member of Gen. Brooke's cabinet, a great intriguler and intimate political associate of Guaberto Gomez. He is practising law in Havana and laying wires to be President, dictator or anything eise that may come handy. Mill another is Gen. Lacret Morlot, whose only title to fame is that he is supposed to have fought in the war. Gen Jose B. Aleman of Clenfuegos, the noisiest man in Cuba—and that is saying a great deal—is away down at the bottom of the list with four votes. He owns a newspaper in Clenfuegos and when he finishes writing for that he begins to pump letters into all the other papers on the Island. He is a fire-ealer and a fit thrower, Quintin Bandera tied Aleman with four votes. He is as black as tar. He is also a General and has some influence. He once made a speech in Santiago in which he said he wanted to see the flag of Africa wave over cuba. The whites are fearful of his influence with his fellow blacks.

The last on the list is Col. Carlos Manuel de Cespedes, whom the Associated Press once ran for President of the island. He got two votes. Both he and his mother are in Havana. The Colonel is the son of the Carlos Manuel de Cespedes who was President of Cuba in the Ten Years' War. When captured by the Spaniards he killed himself. Col. Cespedes had never been in Cuba until the last war came on. He flued out an expedition and headed it. A landing was made on the shores of Santiago. The Colonel, who is 5 feet till, was clad in a beautiful white suit. He had a valet and a silver mounted rife with his name engraved upon it. As the small boat in which he was reached the surf and his men sprang out he called to some one to carry him ashore that he might not wet his ducks. Instead they gat the surf and his men sprang out he called to some one to carry him ashore that he might not wet his ducks. Instead they gat we him a push and he went heels over head into the sea. He struggled ashore and droopping on his knees he selzed a handful of sand and kissed it.

sed it. For the first time in my life I stand on my ative soil." he exclaimed. His war record was not such as to shed lustre His war record was not such as to shed histre on the name of Cespedes, although Gomez made much of him after the fighting was over. He was Gomez's personal side during the nego-tiations over the disarming of the Cuban arm, because Gomez and the elder Cespedes and been

because Gomez and the elder Cespedes and been great friends.

Some of the voters had no personal choice, but east their ballots for the representative of the class which most deserved the office. "Un revolutinario" [a revolutionist] got nine votes. "Un hombre civil" [a civilian] got seven votes and "Un pacifico" [a person who did not fight, but assisted the revolutionists] got six votes.

seven votes and "Un pacifico" [a person who did not fight, but assisted the revolutionists] got six votes.

It will be seen from this brief analysis that the warriors are the ones who lead in popular sentiment. Cubans in this respect are not unsilts other people. In Cuba most of those who did not fight think that to those who did belong the spolls and the soldier element is certainly not backward in the matter. Now that the Constitutional Convention is to be held and its members are to be elected Le Lucha is making earnest appeals to the people to remember that great warriors of which Cuba is chuck full, are not always the best to lay a government's foundations. It asks that for the moment they close their eyes to the success of the surviving Cuban Generals in the contest with the Spaniards and choose men for the work of making a constitution who know more of such matters than they do of the machete. But the soldiers are clamoring for their rights and the chances are that the coming Assembly will consist in the main of Generals of the Liberating Army.

Girls in Bathing Suits Under an Umbrella. From the Boston Herald.

BRANT ROCK, Aug. 18 .- The old residents of Brant Rock, the summer resort on the South Shore that was named by Daniel Webster, have Shore that was named by Daniel Webster, have been shocked of late. It is all in account of the young lad es spiearing there in the streets and going after their mail aftired in their bathing estumes. Last Thursday afternoon three young ladies here strolled down Ocean street at the bind in their bathing suits. They had not been in the water and the suits were dry. It began to sprinkle, and one of them went back to the cottage where they were stopping, procured an umbrella and the girls then proceeded on their walk. They made an afternoon call on two other young lady friends, stayed until the rain stopped and returned home by way of the beach.

SWEET POTATOES IN EUROPE. tesults of an Experimental Shipment Made to

London and Parts. WASHINGTON, Aug. 21.-The Secretary Agriculture has received from Dr. D. E. Salmon, Chief of the Bureau of Animal Industry, report on a trial shipment of sweet potatoes to London and Paris, which was made last March. The shipment comprised twenty barrels of sweet potatoes purchased in southern New Jersey. Special care was taken in the election and packing of the potatoes. The barrels were lined with tar paper to keep out moisture, and each potato was wrapped in lightweight parchment paper. Ten barrels were sent to Dr. W. H. Wray, inspector of the bureau at London, and the remaining ten barrels were forwarded to William A. Taylor, assistant pomologist of the Department, then in Paris n charge of the United States horticultural exhibit at the Exposition.

The ten barrels arrived in London on April 2. Seven barrels were sent to four differen tores, and three distributed in small parcels to private families. The experiment being made by the Department was explained, and an expression as to how the potatoes were liked was requested. Some dealers were invited to give opinions as to the advisability of making regular shipments. In reporting the results of the experiment Dr. Wray states that the potatoes were beautifully packed, but, it was late in the season for them and in two of the barrels were quite a number of rotten ones. Many persons with whom he talked had never before eaten American sweet potatoes, and the first impression of them was not favorable, but after a second and third trial they were roted very palatable. Dr. Wray is strongly of the opinion that if sweet potatoes are introduced through the proper channels, they will and a considerable sale in the English market. He says to introduce them it will be necessary to educate the British up to them and that f would be advisable to have printed a small cir-cular giving the various recipes for cooking cular giving the various recipes for cooking and serving. He recommends that shipments of say, six barrels a week, be made, and if the demand warrants, this number can easily be increased by cable. There are many American families residing permanently in England, and by advertising the fact that sweet potatoes were obtainable, a considerable sale would be insured from the start. Dr. Wray strongly urges the Department to continue the experiment and believes that a remunerative trade in sweet potatoes can be built up in England. Several dealers have expressed a wish for further supplies.

A distributed of the latent to the latent to

number, 1,782, were steamships, having a total tonnage of More than 1,000,000 tons: 900 were sailing vessels, having a tonnage of 400,000 tons, and the others were either barges or small boats used as tows by steam vessels, Since 1873 the tonnage of vessels trading between Lake Superior and the other lakes, through the Sault Ste. Marie Canal has increased from 1,200,000 to 18,000,000 tons and the tonnage of vessels trading between Lake Michlgan and Lakes Huron and Erie increased from
17,000,000 tons in 1885 to 30,000,000 in 1892.

By degrees the old-fashioned sailing vessels
of light draught and uncertain sailing time have
been superseded by improved and swift steamships, and five American cities, Cleveland,
Buffalo, Chicago, Detroit and Milwaukee,
have been the largest gainers from the development of the commerce of the lakes, chiefly
in iron ore, lumber, coal and grain. It has
been ascertained, however, that the incrase
of lake commerce has not been accompanied
by such safeguards for the protection of sailors
or ships as the United States Government
insusts upon in its foreign commerce, and application is to be made to Congress this year
to prescribe such regulations on the subject as
will do away with some of the perils to life which
now come from the overloading of ships, especially at this time of the year, when the demand for lake craft is largest and the incentive
to overload vessels is greatest.

The matter of the inspection of vessel loading
has recently been brought up by some serious
accidents entailing considerable loss of life.
Sudden gales are of frequent occurrence on the
great Lakes, especially at this time of the year,
and while a well-equipped steamship or a stanch
sailing craft not overloaded can pass through
such a storm without difficulty and with no
danger to those on board, a sailing vessel,
especially an old one, long in service and without
modern appliances for safety is helpiess if overloaded. The statement is made that through
the repeal of the staute giving Treasury officials
control over the volume of cargo to be carried
there is now no supervisory power, and the
matter rests wholly in the discretion of ship
capitalns or the cupidity of ship owners. The
Lake sailors on whom the peril of accidents falls
exclusively (for these Lake ships carry no passengers) have been exerting themselves recently
to secure the coopera from 1,200,000 to 18,000,000 tons and the tonnage of vessels trading between Lake Michl-

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COLORADO SPRINGS, COLO.

Play at Various Links-Vardon's List of En-

gagements. To-day and to-morrow Vardon plays on the Profile links in the White Mountains, and on Friday and Saturday he returns to Poland Springs for a return match with Arthur H. Fenn and A H. Findlay, who beat him by 2 up last week. Aug. 27 and 28 Vardon plays at the last week. Aug. 27 and 28 Vardon plays at the Kebo Valley Country Club. Bar Harbor, and until Sept. 6 he will visit at different links in New England. Then he returns to the M. G. A. territory, playing at Seabright Sept. 6 and 7, Richmond County Sept. 14 and 15 and at Morris County Sept. 14 and 15 and at Morris County Sept. 18 and 20. From Sept. 24 to Oct. 2 Vardon will tour in Canada. On Oct. 8 and 9 he will play at Scranton and on Oct. 12 and 13 he will play at Scranton and on Oct. 12 and 13 he will play the return match with Bernard Nicholis, who beat him in Florida over the Brae Burn links, near Boston, and on Oct. 15 and 16 Vardon plays at the Oakley Country Club. The open championship will be on Oct. 4 and 5 over the Chicago Golf Club links, but Vardon has not decided as yet whether he will go on for it or not.

Orange, Aug. 21.—The caddles of the Esser County Country Club have a long string of recent victories, including defeats for the East Orange Golf Club, the Newark Golf Club at two defeats over the boys from the Baltusro Golf Club, one game being on the home links and the other over the Baltusro; course. The East Orange Golf Club defeated the Murray Hill Golf Club of Glenside Park on Saturday.

East Orange - H. Giffin, 0; J. Bradshaw, 0; A. S. Decker, 7; Lucius Rossiter, 4. Total, 11; Murray Hill - P. F. O'Connor, 1; E. A. O'Connor, 6; E. A. Creden, 0; J. C. Wildrick, 0. Total, 7.

NARRAGANSETT PIER, Aug. 21.—The Point Judith Country Club Open Golf tournament was continued to-day at Wildfield Farm, the play being the first and second rounds for the President's and Consolation cups. The surprise of the tournament to-day was the defeat of Capt. Robertson of Yale by Howard Hitchcock in the first round of the President's oup. In Monday's drawing Goldsborough and Pope were scheduled to play one hole to determine which should go into the first sixteen and to be paired with Batcheller. This morning Pope beat Goldsborough the one hole. The score: President Cur-First Round-Waldron beat F.M. Carnegie, 6 up and 4 to play; W. C. Carnegie beat J. W. Fobes, 3 up and 2 to play; C. Hitchcock, Jr., beat P. M. Perscott, Jr., 5 up and 4 to play; J. Lynch beat M. Burt, 6 up and 4 to play; Cochran beat A Fobes, 5 up and 4 to play; Barnes beat Colt, 2 up and 1 to play; Second Round-W. C. Carnegie beat W. Midfon, 5 up and 1 to play; C. Hitchcock, Jr., beat I. ynch, 2 up and 1 to play; C. Hitchcock, Jr., beat I. ynch, 2 up and 1 to play; Cochran beat Burne, 5 up and 5 to play; H. Hitchcock beat Hatcheller, 2 up and 1 to play; Cochran beat Burne, 5 up and 5 to play; H. Hitchcock beat Hatcheller, 2 up and 1 to play; Cochran beat Burne, 5 up and 5 to play; H. Hitchcock beat Hatcheller, 2 up and 1 to play; Cochran beat Burne, 5 up and 5 to play; H. Hitchcock beat Hatcheller, 2 up and 1 to play; Cochran beat Burne, 5 up and 5 to play; Cochran beat Burne, 5 up and 5 to play; Cochran beat Burne, 6 up and 5 to play; Cochran beat Burne, 6 up and 5 to play; Cochran beat Burne, 6 up and 5 to play; Cochran beat Burne, 6 up and 5 to play; Cochran beat Burne, 6 up and 5 to play; Cochran beat Burne, 6 up and 5 to play; Cochran beat Burne, 6 up and 5 to play; Cochran beat Burne, 6 up and 6 to play; Cochran beat Burne, 6 up and 6 to play; Cochran beat Burne, 6 up and 6 to play; Cochran beat Burne, 6 up and 6 to play; Cochran beat Burne, 6 up and 6 to play; Cochran beat Burne, 6 up and 6 to play; Cochran beat Burne, 6 up and 6 to

In the window are several cages containing the oddest lot of birds outside the Bronx Park Zoo. Some of them sing songs rarely heard in this climate and others are as silent as the grave. All are of striking plumage and several are nearly as small as the humming bird. The most valuable of the lot are natives of Japan. One pair that sit throughout the day on a perch in their cage without uttering a note, have a habit of drawing their heads in after the fashion of turtles and when thus posed they look like shooting gallery targets reduced to a very small size. These window birds are not patients. They are the property of the doctor who exhibits them to draw attention to his hospital. He is a husky-looking man of 50 or thereabouts whose full beard is fast turning grey. He speaks with a German accent and wears a linen coat and a yachting cap.

fast turning grey. He speaks with a German accent and wears a linen coat and a yachting cap.

There are no private rooms in the hospital and the institution is democratic to a marked degree. The charge is the same for all birds, be they from Murray Hill or cherry Hill. What might be called the wards of the hospital are shelves which extend along the walls nearly the length of the store. On them are placed the cages containing the cases of the sick birds. The vast majority of them, of course, are canaries whose owners live in the neighborhood. Most of the birds suffer from colds which put them out of the singing business temporarily. Often a canary becomes so hoarse that it cannot sing a note and even after the cold goes away the voice is not restored. It is to these cases that the bird doctor devotes most skill and attention.

In the summer when business gets slack because the doctor's customers go out of town, one side of the hospital is turned into a boarding house for birds. The terms for board are exactly the same as the terms for treatment. At present there are about fifty boarders in the hospital and their songs serve to cheer the drooping spirits of the patients as well as to spur them on to renewed efforts with the voice. The boarding house feature is a great convenience to the owners of songsters who wish to close their houses or apartments for the summer and not lug the bird cages along with them to the mountains or seashore. Surely none of them can complain of the price.

As Met on the Sidewalk Crossing and Seen on the Track Ahead of a Car.

It is a common thing to see people dodge around vehicles of one sort and another halted on a crossing, but not so common to see them dodge under one, though this they may sometimes be seen to do, too. This would be in the case of one of those long trucks that are used to carry from beams on, suspended by chains from timber reaches, running from the front from timber reaches, running from the front to rear axie of the truck, these timbers being blocked up on axies high in the air. Under these beams, if the truck has no load one can easily walk if he will. This outfit, with two or three pairs of horses, reaches for a considerable distance. Without stopping to measure it exactly, it might be that the 'ead pair of horses would be quite a distance up one street, while the rear wheels of the truck would be standing quite a piece down the other, so that anybody who sought to walk around either end would have to go a good many steps. In these circumstances sometimes a man walks under the ponderous beams, hurrying as he goes and smiling, perhaps, at the novelty of the experience. But most people wait till the massive truck rolls by before they try to cross over. They take no chance of being crushed under its gigantic wheels.

This great truck, it may be so called, is one of the few vehicles which command the respect of the cable gripman and which he does not seek to wait off the track with incessant bangings of the gong. When the gripman sees stretching away for a long distance upon the irack in front of him an outfit with a lot of horses big as slephants, a truck stretching half a block more or less, with wheels higher than a man's head and hube as big as barrels and the truck carrying to the number of uncounted tons of iron beams of amaying length and incomputable weight, why, he rings the gong, but really he doesn't mean anything unpleasant by it; he is willing to wait for the man ahead with the mountain to get off the track when he will. to rear axle of the truck, these timbers being

There Is No Excuse for It. The idea that many advertisers have of keeping up an expense simply to "keep their names before the readers" of so-called Real Estate mediums when satisfactory results are not realized is purely sentimental. Remember this, and also Tage Sus, when placing your orders again. The Real Estate Board of Brokers use The Sus for its reliable news matter and the column for advantages.

NEWS OF THE WHEELMEN.

MOVEMENT AGAINST ONE-MAN POWER IN THE L. A. W. WELL RECEIVED.

The Rank and File Favor the Course Outlined by Officers of the New York State Division Brooklyn Clubs Complain of Speedy Trolley Cars-Embalming Tires - Gossip. It was considerably to the surprise of the officers of the State division of the League of American Wheelmen that their "declaration of

Independence" made on Mouday did not create much of a stir yesterday. The few who called at the offices were in sympathy with the stand taken by the officers. The rebellion against any "one-man power" seemed to have struck rather a popular chord. The officers when they declared themselves said they expected a volume of protest, but it did not hegin yesterday. It is a fact that the organization in this State is at present very harmonious, and the attitude of the leaders generally finds full support. A reporter of THE SUN SAW a few of the rank and file yesterday, however, who did not concur in the talk of the officers. They said that they would not follow their leaders in any secession movement. The only oldtime member of the League and local consul to be found yesterday who flatly opposed the position taken by the chief consul and his associates on the Executive Committee was Alexander Schwalbach of Brooklyn, who said that his allegiance was to the League as a national body and not to the State division He agreed that it would be a great mistake to abolish the State division, but said that he would not take part in any secession movement. Chief Consul Belding said yesterday that he had been correctly quoted in THE SUN. He wanted, however, to have it fully understood that he did not favor abolishing the national headquarters, and had said that such a move would be preferable to that of doing away with the division simply to emphasize how wrong to his mind the annihilation of the divisions would be. He does not think that either State or national headquarters should be abolished, but that the headquarters should be in New York One member who has been an active worker One member who has been an active worker for years said that the fight of New York against Boston was all right, but that in his opinion the whole L. A. W. should be reorganized, those who had grown rusty cleared out and the election of officers in the State and nationally put in the hands of the members, so that they would be chosen by popular vote instead of by a board of officers and an assembly of delegates. This would, he thought, be all that would be necessary to clear the political atmosphere and instil new life into the whole body.

A meeting to complete the organization of a national club or association of motor cyclists will be held this evening at the Thorn-dike Hotel, Boston. The name for the organization will be selected, officers chosen and bylaws adopted. The preliminary organization was effected in Boston two weeks since.

An undertaker called at a bicycle store yesterday with a tire in which were two plugs that would not stay in place, because he had filled the tire with some kind of liquid to prevent leakage and make punctures self-healing. He said to the proprietor: "What do you think of those kind of anti-leak fluids, anyhow?" The bicycle man of experience said: "Now, I will try to make the matter plain to you. What is the last thing you do to a cadaver? Inject embalming fluid, is it not? You do not fill a man's body with that to keep him alive. He is dead when you get him. It simply preserves the carcass for a while. Well, that is just about the case with tires and the fluids put into them. When it becomes necessary to treat them that way tires are already dead. The injection is simply embalming fluid.

"I do not mean to condemn all these anti-leak compounds. They do prevent leakage in good tires, but it is generally after a tire is played out that they are put in. Then they loosen the plugs." An undertaker called at a bleyde store yes

The New York State Division of the American Century Wheelmen will have their first and last annual century run on Sent 2. After the run the division will disband and the New Jersey division will do the same. The A. C. W. is an organization that was formed last year by a split from the Century Road Club, but there has been much disastisfaction within it. The headquarters are in Cleveland and when the New York and New Jersey divisions drop out it is expected that little more will be heard of the organization. Frank Harth, Jr., of 428 Lexington avenue, New York, has been the leader of the New York division. He will have charge of the century run and he is responsible for the statement that the division will disband.

Synacuse, Aug. 21,—Miss Jane Yatman, who is trying to establish a woman's record on a bicycle between New York and Chicago, arrived in this city at 7 o'clock this evening from Fonda, N. Y., which place Miss Yatman left at 5:30 o'clock this morning. Miss Yatman will leave Syracuse to-morrow morning at 6 o'clock and attempt to ride to Batavia before to-morrow evening, a distance of 125 miles Miss Yatman is ahead of her schedule. She says she is in good condition and feels confident of reaching Chicago inside of her schedule.

Boston, Aug. 21.—Will Stinson of Cambridge, surnamed "The Unlucky," wiped out his hoodoo to-night, when he beat Burns Pierce and Albert Champion, in a 25-mile motor-paced match race. Stinson finished the twenty-five miles in 42 minutes 2 2-5 seconds. Pierce covered the twenty-five miles in 43 minutes 3 1-5 seconds, while Champion made a mistake on the first pistol shot and quit without finishing. The race was a hot and exading one owing to the numerous spurts and several accidents which occurred. Stinson got the pole, but Champion, by a clever move, swung down to the pole just behind and caught pace first, gaining sixty yards on Stinson. On the third mile, Stinson began closing up and kept Champion's lead down to an insignificant space until the seventh mile, when the Frenchman's motor gave out and he was without pace for two laps. Pierce passed Stinson in the eighth mile. From then on almost to the finish it was nin and tuck, with Stinson gradually gaining until he had put more than two-thirds of a mile between himself and Pierce. Pierce lost most of this distance by an accident which happened to his wheel and the slowness of his man in furnishing a remount. (hampion got back a lap that he had lost, and would have finished second had he not made the mistake on the first pistol. He was riding a great deal faster than his pace. The summary.

One-Mile Handicap, Amaleur—Won by E. F. Root, Winchester: D. C. Hanchett, Allston, second: Fred

One-Mile Handicap, Amateur—Won by E. F. Root, Winchester; D. C. Hanchett, Allaton, second; Fred L. Patridge, Medfield, third. Time, 2 minutes 9 seconds. seconds.
Twenty-five-Mile Motor-Paced Match Race—Won by Will Stinson of Cambridge; Burns Pierce, second. Time. 42 minutes 22-5 seconds; Pierce's time, 43 minutes 51-6 seconds.

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GOSSIP OF THE BIG FIGHT. its Will Soon Let Up in His Work-The

Bob Fitzsimmons is now in perfect physica condition and is thinking seriously of letting up in his labors. Trainer George Dawson, wever, is of the opinion that a little more exercise will not hurt the big Cornishman and advises Fitz to keep on training until noon o-morrow. After to-day Bob will not do any further boxing. Fitz has been exceptionally cautious and now uses a pad over the first knuckle of the left hand. This part is the one which Bob has to fear the most

because it caused him to postpone his first engagement with Gus Ruhlin at Tuckahoe. The ex-champion took on both Jeff Thorne and Bob Armstrong for four rounds each yesterday. Then he had a bout with Prof Atlas and the pair wrestled for three-quarters of an hour. When this was over Fitz punched the bag and skipped the rope. A nap followed and in the evening after supper he took a rur of about five miles. Bob's wind is a little bit defective. He says that this will be all right in about a day or so. Fitz spent a few hours yesterday at his blacksmith forge, which is situated in the yard of his cottage, and turned out several horseshoes.

Fitz will be looked after on Friday night by practically the same men who cared for him in his encounter with Gus Ruhlin. His seconds will be George Dawson, Bob Armstrong and Jeff Thorne. Percy Williams, his man ager and friend, will keep time for him. Fitz is not disturbed over the reports that Sharkey intends to rush him from the start. "I know a thing or two about this sort of fighting," said Fitz, "and Sharkey will realize this before we have gone many rounds. If he does as he says it will not be so hard for me to get at him, and one good solid blow will make him be careful, I assure you."

Everybody seemed to be on the move at Sharkey's camp yesterday. The former tar is working like a trojan. In his bouts with Matty Matthews he shows a good deal of speed. He hammers and rushes Matthews for keeps, but the latter stands the gaff like a veteran. Harry Peppers, the colored heavyweight is also with Sharkey. The pair go at it hot and swift and many a stiff punch is exchanged. Sharkey's road work consisted of a ten-mile run over the racetrack at Sheepshead Bay. When he returned he was rubbed down. "I sm taking good pains in learning how to avoid Fitz's noted 'shift," said Sharkey. "He will not be able to land that blow on me, I can tell you. I met him once before and I know his style very well. If Fitz fights me the way he did Ruhlin, why there will not be very much to "Sharkey will be handled by Tom O'Rourke," is not disturbed over the reports that Sharkey

Sharkey will be handled by Tom O'Rourke, Jim Buckley, "Spike" Sullivan and Matty Matthews. His timekeeper will in all probability be his partner, Barney Reich.

Betting on the result is still slow. Fitz remains the favorite at 2 to 1. The Sharkey supporters are waiting for a better price. Speculation will no doubt begin in earnest as soon as the big racetrack men get back from Saratoga. Eddie Kennedy. Sam Fitzpatrick and Milton Roblee have small commissions to place on Fitz. They are willing to give 2 to 1.

FITZ ON "NEW BLOWS."

Ornishman Says There Are Not Any and That Old-Fashioned Punches Win the Day. "This talk about a 'corkscrew punch," said Bob Fitzsimmons the other day, me laugh. I've read often about this and that fighter, including myself, inventing new blows and have been much amused. But the funniest yarn of all is that which tells us that a fighter of renown has invented a 'corkscrew punch. "As a matter of fact, a fighter when engaged

a hard combat does not think of fancy blows On the contrary, he looks for an opening for any good wallop that he can put in. A heavy swing or a stiff joit is effective enough to suit all purposes. In all my fights I've never used anything else. It is just a case of when to send There is a movement on foot among the clubs of Brooklyn to investigate the speeding of trolley cars along Fulton street and Jamaica avenue. One complaint is that they cross Vermont street, a macadanized thoroughfare, much used by wheelmen, at about twenty miles an hour. As there is a down grade on Vermont street it is hard to check a wheel and the crossing is a very dangerous one. Another complaint that was voiced by several at the last meeting of the Associated Cycling Clubs of Long Island is that the policemen pay much attention to excess speed on the part of wheelmen and no attention at all to the whizzing for I have been there myself. If you take pace from a trolley, or race with it a corp stops you are to be deliver the old time-swings and Jaha. When and lets the car go. I was racing with a car one day and a mounted corp rode his horse across in front of me and brought me up. I asked him why he didn't stop the car and all he said was that he couldn't. Yet we were both going at the same rate of speed and the car was more dangerous than I was."

One man at the meeting inquired: "What is the speed limit for Fulton street?" Another member present drawled out: "As the motor men thay it it is an open game, without any limit."

It was deeded to take action in the matter and a committee will attempt to have the speed better regulated.

The New York State Division of the Amore. n a hard smash and how to land it. If any-

the law or in the stomach that would decisively win the fight.

"The punch that knocked Ruhlin out was a left hall-hook in the law. It was not a new hlow at all, for I've used it often before. It was simply the best smash I could land and was let go from the most convenient place I I could find in the ring. In that whole fight there wasn't what could be termed a new blow, for there wasn't what could be termed a new blow, for there wasn't what could be termed a new blow, for there wasn't time for either of its to try experiments. I've seen lots of fights and I can say candidly that the style of punching has not changed at all in the last ten years. Of course, I'll admit that the methods of pugilists have improved a great deal, but that is only natural. Fighting, like any other game, is bound to improve, but not as far as walloping is concerned." If a fighter cannot hit he's handicapped.

bound to improve, but not as far as walloping is concerned
"If a fighter cannot hit he's handicapped. A man may be exceptionally clever, yet he cannot win if unable to punch. It's the punch, then, that wins fights, and I believe I've demonstrated this fact more than once. A puglist who can take a punch and give one back is the man who has a chance to work his way to the top. I like to meet a man who thinks he can punch, for then I can show him how much harder I can hit. The hardest puncher I ever met was Peter Maher, but I convinced him twice that I could wallop more accurately and with more power. And it wasn't a new blow, either that beat Peter in my two fights with him. No, the 'new blow' talk doesn't go at all."

Stiff Fighting at the Carlisle A. C.

Four limited round bouts made up the programme at the Carlisle A. C., East New York. last night. A large crowd was present. Jack Litwin and Harry Peppers, both of Brooklyn, figured in the opening bout of ten ounds at 110 pounds. Litwin had a good left and chopped Peppers on the mouth and nose, drawing blood in the first round. In the second and third Peppers did better

In the second and third Peppers did better and had Litwin going. The fourth began with a rush. Litwin used the left again and had Peppers groggy from jolts. Peppers was weak and Litwin, seeing his chance, landed the right on the jaw and knecked Peppers out.

The second affair was very fast. The principals were young Noreen and Frank Miller, both of East New York. Ten rounds was the distance and the weight 120 pounds. In the first few rounds the boxing was tame, Miller had Noreen bleeding in the fourth and fifth rounds, but could not land straight enough to put Noreen down. The fighting was even after this until the ninth, when Noreen crossed Miller on the jaw and put him to sleep. Frank McCrane of East New York tackled Terry Edwards of Brooklyn. The limit was ten rounds at catchweights. Edwards made several rushes with his head to one side and McCrane uppercut him without much trouble. Terry did better when he held himself erect and managed to score. McCrane played for the body in the sixth, seventhal deighth rounds and Edwards was tred. In the last two rounds Edwards reached McCrane hard with both left and right. The referee called the bout a draw. The wind-up was between Eugene Wilkins of East New York and Harry Fischer of Brooklyn, ten rounds at oatchweights. Wilkins was fat and sluggish. Fisher toyed with his rival for two rounds. In the third he went at Wilkins unmercifully. Wilkins went down twice and was so groggy that his seconds threw up the sponge, giving the fight to Fischer. and had Litwin going. The fourth began with

Jack Hamilton and Martin Plaherty Fight TROY, Aug. 21.-The 20-round bout here

to-night between Jack Hamilton of Troy and Martin Flaherty of Lowell before the Manhattan A. C. resulted in a draw, owing to a stipulation that if both men were on their feet that would be the decision. The stipulation was made because Flaherty stipulation was made because Flaherty was over weight. The bout was fast from start to finish and had there been no provision the result would doubtles have been the same, although many present thought Hamilton had a shade the pest of it. Hamilton weighed 127 pounds, while Flaherty looked to weigh about 135 pounds. In the third round Hamilton was cut over the eye. This was the only blood drawn in the bout. A preliminary fight of ten rounds between Louis Bean, "Beansey," of Troy and Barney Doyle of Water Flet was a draw. A SODA FOUNTAIN FOR EVERY HOME.



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YACHTING.

The Dorothy Wine the Duryea Cup for 80-Footers at Newport.

NEWPORT, Aug. 21.-The fleet of 80-footers raced this afternoon for the cup offered by Hermann B. Duryea, owner of the Yankee, and the trophy was won by the Dorothy, sailed by H. Y. Dolan, by nearly two minutes. There was a fresh southerly wind and the course was from the outer harbor out to Brenton's Reef lig htship and return, a distance of twelve miles. It was a beat out. The Dorothy got the start and she soon had a lead that was never overcome. After rounding the lightship spinnakers were set for a run back to the finish line. The Esperanza was sailed by James A. Stillman and the guests out were Miss Stillman and Mrs. A. Cass Canfield. There was also a race between the half raters which was won by the Breeze. They sailed twice over a triangular course in the bay. The summary:

HALF-RATERS.

YACHTSMEN CRITICISED.

Sharp Comment on the Ruling on the Min The ruling of the Regatta Committee of the

New York Yacht Club on the Rainbow-Mineola difference at the start for the race for the Glen Cove cup is freely commented on by the London Yachtsman. That paper says:

"The incident happened before the very eyes of the committee, and therefore should have been dealt with by it on its own initiative. It and Mineola referred their little difference to the committee out of pure curiosity as to what the decision might be, and the committee has gratified their curiosity to the fullest extent. The following was the case: Before the starting gun, Rainbow was coming up to the line to on starboard tack with the wind forward of the beam 'two or three points,' while Mineols, 'having been on the port tack for a short period neared Rainbow and then luffed, coming up into the wind somewhat slurgishly. Rainbow also luffed in order to avoid Mineola, being thereby compelled to yield her starboard tack. The committee found that Mineola was wrong, because 'close-hauled' means (as most people knew already) with the wind anywhere forward of the beam, and Rainbow was therefore justiventitled to her starboard tack right of way. And the committee of the N. Y. Y. C. merely dismiss the matter as being only a topic for interesting discussion, because this interpretation of 'close-hauled' had never before been made by the club!

"We have at times found occasion for criticising the rulings of the Y. R. A. Council on protest points—not often, indeed, for in this direction the council has been conspicuously successful—but we wonder what would happen over here if that body ventured to commit itself to so peculiar a course as that which was found expedient by the premier yacht club of America." to the committee out of pure curiosity as to

Special Class of 65 Footers. The English 60-footers this year have not

done very well in races in which yachts of other classes have met them, because they are under-rigged for these waters. The Astrild and Isolde were built for the English 60-rater class and they only spread about 3,800 square feet of canvas. This is a very small spread compared with that carried by yachts built in this country and consemently the English vachts have no show except when it blows so hard that the others have to reef. The difference in the sail spreads to reef. The difference in the sail spreads of the foreign boats is noticeable when compared with the Wasp. On 4.5 feet water line this yacht carries 3,000 square feet of canvas when in racing trim, which is more than the Astriki carries on 59-feet water line. There are three of these 60-raters in this country now, the Queen Mab. Astriki and Isolde, and it is very probable that before the opening of next season there will be several more.

The regular classification here calls for yachts between 60 and 70 feet in class I, and if these yachts raced in this class they would have to take the maximum measurement because they have been built since 1896. The Queen Mab has increased her sail spread since

coming here to 4,500 square feet and the Astrir and Isolde could do the same without oved sparring. This increase, however, would only make the racing lengths of the yachts about 65 feet. It has been suggested that the owners of these English yachts make an agreement to form a special class to be called the special 65-foot class and the sail spreads of the imported boats may be increased so that they come within the 65-foot measurement. No other restrictions are proposed and the yachts are to race on even terms. This would make a very good class for racing and the boats would have a moderate sail spread so that they would still make comfortable cruisers. With the three yachts now in these waters and the possibility of more next season there is a chance of this class furnishing some sport almost as interesting as that provided by the 70-footers, even if the boats are not as fast as the Herreshoff creations.

Yachting Notes.

SEA CLIFF, Aug. 21.—At the annual election of the Sea Cliff Yacht Club held recently the reports showed the club to be enjoying one of the most successful and lively seasons in its history. The following ticket named by the Nominating Committee was elected without opposition: Commodore, Theodore W. Sheridan; Vice-Commodore, Charles E. Silk, worth; Secretary, C. Sackett Cheliborg; Treasurer, C. S. Dunning, and Members Board of Trustees for Class of 1903, Charles E. Berner and Jesse T. Rhinehart.

hart.

BAY SHORE. Aug. 21.—At the annual meeting of the Penataquit Corinthian Yacht Club the following officers selected by the Nominating Committee were elected: Commodore, J. Adolph Mollenhauer; Vire-Commodore, Regis H. Post. Rear Commodore, Charles A. Schleren; Secretary, Freeman T. Hulse; Treasurer, Richard A. Bachia; Board of Governors, George W. Elder, Joseph E. Owens, Rawson Underhill and Juan M. Ceballos.

M. Ceballos.

The Regatta Committee of the Williamsburg Yacht
Club announces that all preparations have been completed for the annual Ladies' Day Regatta of the
club, which will be decided next Sunday over the
club courses on Flushing Bay. A souvenir prize
will be awarded to every lady on a winning boat.
Handsome prizes have been secured for the occasion.
After the regatta there will be aquatic games open
to members of the club and crews of the club's fleet
for suitable prizes. Music, dancing and fireworks
will complete the programme.

The Race Committee of the Atlantic Yacht Club

The Race Committee of the Atlantic Yacht Club announces a special regatta for Labor Day on the announces a special regatta for Labor Day on the lower bay courses, open to yachts enrolled in any recognized yacht club. There will be races for yawls not over 36 feet; cabin sloops 36, 30 and 25 feet racing length; open sloops 26, 21 and 15 feet; cabin exhoats 30 and 25 feet classes; open catboats 25, 21 and 15 feet classes, raceabouts and for the Marine and Field Club special class. The start will be made at noon off the clubhouse at Sea Gate and the course will be a triangular three and a half miles. All yachts over 25 feet racing length will sail three times around the triangle and the others will go twice around. Entities close on Saturday, Sept. 1, with the Race Committee, Atlantic Yacht Club, Post Office Box 2,944. New York city.

Live Bird Shooting at Dexter Park.

Dexter Park, Jamaica, was the scene yesterday of some remarkable trap shooting at live birds. Some the best trap shooters about New York guessing from start to finish of the tourney. Thirty-seven shooters formed the big field for the Emerald Qun Club handicap, and of these eleven killed "straight," while nine others got but a pigeon less than the full

score of 10. The scores:

Dr. George V. Hudson, 25 yards, 10; Albert A. Schoverling, 28 yards, 10; F. J. Koll, 25 yards, 10; O. N. Tlercey, 28 yards, 10; F. J. Koll, 25 yards, 10; O. N. Tlercey, 28 yards, 10; Adam Dietzel, 28 yards, 10; John H. H. Moore, 28 yards, 10; C. H. Cone, 28 yards, 10; Dr. Louis H. O'Connell, 30 yards, 10; Dr. John H. Stillman, 28 yards, 10; Thomas Short, 28 yards, 9; Gus E. Grieff, 30 yards, 10; Dr. John H. Stillman, 28 yards, 10; Thomas Short, 28 yards, 9; Gus E. Grieff, 30 yards, 9; Gorge B. Hillers, 30 yards, 9; John Rathgen, 28 yards, 9; S. Warfield, 28 yards, 9; F. B. F. Fannekuchen, 28 yards, 18; Edwin J. Clarke, 30 yards, 9; J. H. Roberts, 28 yards, 8; Dr. R. D. Miller, 28 yards, 0; E. O. Welss, 28 yards, 8; William Joerger, 25 yards, 8; K. Parsonni, 28 yards, 8; George C. Charles, 25 yards, 8; K. Parsonni, 28 yards, 8; George C. Charles, 25 yards, 5; Michael J. Quinn, 26 yards, 8; August Doncout, 25 yards, 8; John H. Woelful, 25 yards, 7; Thomas Codey, 25 yards, 7; Th. A. Anderson, 25 yards, 7; Christopher Mohrmann, 26 yards, 7, William H. Catton, 28 yards 6; Henry Pitt Pessenden, 28 yards, 6; A. Weightmann, 26 yards, 6.

Alleged Crooked Sculling Race for Pacific Coast Championship.

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VANCOUVER, B. C., Aug. 21.-Referee Judge J. R. Russell held an investigation to-day into the alleged crookedness of the single-scull rowing race between Johnson and Hackett for \$1,000 a side and the championship of the Pacific coast. Those who protested the race produced an affidavit from Hackett in which Hackett swore that he had soid the race, the consideration being that he get one-third of a specified sum won by betting on Johnson, Quann Bros, the salcon keepers, to get one-third and Johnson one-third. He further swears he has letters to prove his statements, Johnson has a good prove his statements. Johnson has a good reputation here, and it is thought linekett has sacrificed his morals to sustain his resultation as a fast carsman owing to Johnson's defeating him. Hackett left for Seattle after making the affidavit.

